

BEYOND THE GRAVES

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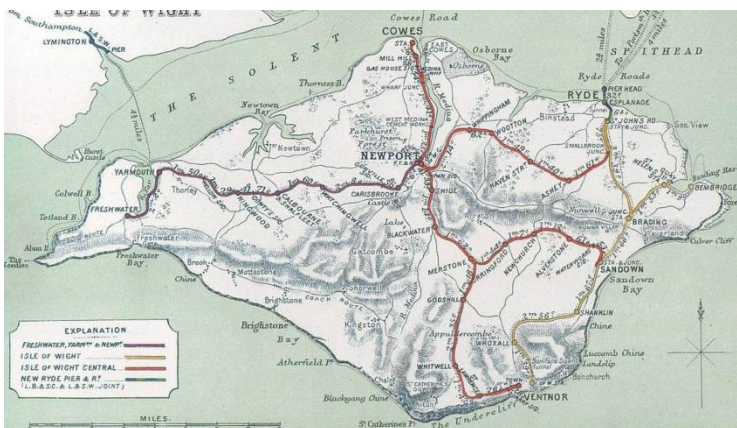
TRANSPORT RAIL VERSUS ROAD

**Hampshire Telegraph and Sussex Chronicle
8 December 1823**

On Sunday, the Ryde Mail Coach, on its way to this town, unfortunately upset, in consequence of the linchpin strap breaking, and although several passengers were on the outside, as well as some inside of the coach, they escaped unhurt, except the coachman, who received a slight bruise.

A coach & four outside the Osborne Hotel, Ryde
RSHG Archive

Map showing the extent of the IW Railways, 1914
RSHG Archive



Did the Train take the Strain ~
Or the Road take the Load?



**Isle of Wight Times 25 June 1903 – Regarding
notices at the Esplanade Gardens.**

Dogs and Cyclists Beware – Not only are dogs not admitted unless led by a string, but "cyclists" are not permitted in the sacred enclosures. It would be interesting to know how many "cyclists" walk through the gardens in a week, and how many the police capture. A well-known "cyclist" as he passed through the gardens met a "man in blue" and asked if he might continue his walk. The ready reply came "You may, sir, if you take the clips off your trousers". How are lady cyclists to be distinguished, for we do not think they all wear divided skirts? We imagine some of our lady readers resenting the ordeal of being called into a shelter and questioned on the matter.

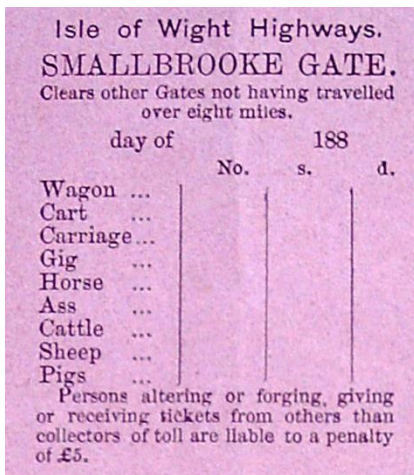
Isle of Wight Observer 11 September 1852

Letter to the Editor.

Sir, - Strong rumours are afloat, that some enterprising capitalists in London, have again mooted the question of establishing a Railway in the Island, to run from Ryde to the Undercliff ... We have no less than eighteen or twenty stage coaches in and out of Ryde every day, with a host of carriers' vans and carts ... a railway in our royal island must prosper ... that some of the old women and old-fashioned country people, may shake their heads in doubt and some of the landed proprietors are thoroughly opposed to anything like progress, is probable: but in these "go a-head" times, all selfish feelings must ultimately give way and we hope to see active measures taken for carrying out this desirable object.



Ladies cycling in Ratcliffe
Avenue, Ryde, detail from
postcard - IW Record Office



Travelling by road wasn't always easy – tolls had to be paid at various 'gates' around the town. In the 1881 census Mary Snook was the Gate Keeper or Toll Collector at Binstead, while Mary White did the same job, probably at Upton. A ticket for the Smallbrooke Gate lists the various items that had to pay the toll. Roy Brinton Collection.

Isle of Wight Observer 9 June 1860 - Public Conveyance - Our old friend "the Rocket" is again upon the road, and as much as we desire the introductions of the railways into our Island, we should regret to miss that "old familiar name", which so forcibly reminds us of the palmy days of coaching. The Rocket leaves the Royal Pier Hotel for Ventnor 3 times daily. "The Star" omnibus has also commenced running to Shanklin, leaving the Star Inn at 12 p.m., and the Royal Eagle at 12.15.

Isle of Wight Observer 28 April 1860

On Wednesday evening a four-horse coach entered Ryde on their way to Ventnor, having been out round the Island three days. Their pleasure trip was enlivened by 2 or 3 very good players on cornets, who sat on the highest part of the coach.



Isle of Wight Observer 13 April 1905

The Isle of Wight Motor Express Syndicate introduced the first double-decker bus in Ryde with journeys from the Esplanade. Within a few months the double-deckers were withdrawn as they couldn't cope with the Island hills. Single-deckers replaced them but were also not a success

One of the ill-fated buses. RSHG

IW Observer 28 May 1921

JAPANESE AT RYDE.—A party of Japanese officers came over from Portsmouth on Sunday and chartered Mr J. Read's charabanc for a tour of the Island which they evidently greatly enjoyed. They partook of lunch at Ventnor and returned in time for tea at the Esplanade Hotel. Although in mufti their visit created considerable interest.



A photograph annotated Hunters Bus service 1927. They are posed outside the Colonnade in Ryde. RSHG

Postcard view of a busy Ryde Esplanade with Newell's 'Express Motor Service – Seaview' vehicle in the foreground. Mid-1920's. RSHG





Harry Paul started business in Ryde as a haulier, using horses for the town's road roller and then to take visitors around in wagonettes and brakes. After WW1 his son, also Harry, joined the business, and they quickly introduced charabancs and motor vans into the business. Harry snr died in 1930 and his son established Ryde's first motor coach firm. Harry jnr died in 1968, aged 80.

An Advert for Taylors Motor Coach Tours, 1935. RSHG



Above Paul's Tours ticket office in Union Street and left an unknown driver standing by charabanc. Both RSHG

Isle of Wight County Press 4 April 1908

A Ryde bus driver was fined 5s for causing an obstruction on the Esplanade footpath. Witnesses said Walter Hardy's bus was fifth in a queue when he decided to move to the front via the footpath. When the other drivers threatened to report Mr. Hardy he said: "I don't care a fig".

Isle of Wight Observer 14 March 1914

The General Purposes Committee report said that they have granted a hackney carriage (omnibus) licence to William Pearce, provided he replace the dilapidated bus lately owned and licensed by Walter Hardy, and now by Mr Pearce.

TAYLORS MOTOR COACH TOURS

CONTRACTORS TO

Messrs. Thos. Cook & Son, Ltd.
"Nederland" Steam Navigation Co.
Rotterdam Lloyd Royal Mail Line.

Holland America Line, British &
Continental Touring Club, Ltd.,
— and other Agencies. —

To see the beauty of England's Garden Isle "TRAVEL by COACH."

PRIVATE HIRE

for
COACHES
and CARS

Let us Quote You



RESERVE YOUR
Seats by Phone
or BOOK on
THE COACH
Telephone / RYDE
Telegrams / 70

TAYLORS GARAGE, 9 Monkton Street, Ryde

Isle of Wight Times 7 March 1963

An open top bus service may operate in Ryde during the summer if a Southern Vectis Omnibus Co. application is granted. The company has applied for one to commence at the Canoe Lake and run via the Esplanade, George-street, Cross-street, Union-street and back.

In 1922 Richard Newell commenced operating a bus service between Seaview and Ryde. By the end of the 1920's they were operating charter services. The development of holiday camps at Puckpool and St Clare in the 1930's boosted business on the route and provided excursion work. The extra revenue was used to fund the purchase of new coaches. Newell's (Seaview), was renamed Seaview Services Limited in July 1942. After WW2, trade increased rapidly particularly in connection with the holiday camps. In 1950 the company purchased two new Leyland Titan double deck buses. By the 1960's and the boom of the "bucket and spade holiday", the bus and coaching business also worked out of Ryde hotels, for day and evening tours.

Photo left Les Barrett at the wheel of his coach - Ann Barrett

Below – Photo of the many coaches on an excursion probably at Alum Bay





William Barrett [born 1826 Oxford] came to Ryde circa 1857 with his wife and family to work laying the track for the IW Railway and then maintaining the rolling stock. He died in Cowes in 1893.

Photo left RGHS courtesy of Les Barrett.

In 1923 Southern Railway sent over two steam locomotives using the Admiralty Floating Crane from Portsmouth.

Photo right Roy Brinton Collection



Isle of Wight Observer 23 July 1864
Rolling Stock - A great number of carriages, trucks, &c., for the railway have arrived and been landed on the Ferry Company's works. Our opinion is that this railway will be, for its extent, one of the best paying lines in the kingdom.



Isle of Wight Observer 27 August 1864

The new tramway carriage, to be worked by a horse, has arrived, and comprises first and second-class accommodation for 32 persons. The carriage was built by Mr Aydeford, of Waltham Green, London, and weighs 1 ton 16 cwt. It is fitted with brakes of a new design, that can stop the carriage, with the horse at full trot, in a space of four feet.

Photo left Roy Brinton Collection

Victor George Arthur Lacey was born at Brading, the son of a signalman with the old IW Railway Company. He, too, joined the Company as a signalman, in 1914, and soon moved to the St John's Road signal box, where he worked for 36 years. For the last two years he worked alongside his son. He had been a member of the IW Rifles, a first class shot winning many trophies. In WW2 he was a member of the Home Guard. He was buried at Ryde cemetery in 1953, aged 62. There were representatives and tributes from his railway colleagues, with whom he was popular. [Obituary IW County Press 6th June 1953. Photo right RSHG]



Isle of Wight Observer 27 November 1909

There is a scheme afoot to electrify the Island Railways. The first thing to do is to electrify some of the people, public and otherwise.

Isle of Wight Observer 18 November 1911
IW Railway Company – The directors of the I.W. Railway Company have decided to advance the wages of practically the whole of the men in the lower grades in the Company's employ, namely the guards, signalmen, collectors, porters, shunters, carriage cleaners and platelayers.

Isle of Wight Observer 9 May 1914

Important Notice – IW Railway's adoption of uniform 3rd class fares from 1 June until further notice, 3rd class tickets (single and return) will be issued by all trains between all Island stations at one penny a mile. Plus Pier Tolls in the case of bookings to Ryde Pier Stations.

Two examples of Ryde Esplanade railway tickets— 2s 4d 3rd class to Newport and a cheap day 2nd class return from Cowes.





From steam to electric – trains on Ryde Pier - RSHG



Isle of Wight Times 16 November 1961

Train Delayed – While “pop” music blared from a portable gramophone, a packed train was held up for 20 minutes at Ryde St. John’s Station on August 28 while a railways inspector tried unsuccessfully to persuade the owner to turn it down. Finally, police had to be sent for after the owner had told the inspector; “I’ll knock your teeth down the back of your neck if you touch the gramophone!”

Isle of Wight Times 1 September 1966

Tube Train – The first of the former London Transport underground coaches to be used in the Isle of Wight electrified service will cross to the Island today. It will be loaded on to a Pickford’s lorry at Fratton Goods Yard and is due at the Broad Street, Portsmouth, slipway at 10.30 a.m. After crossing by ferry to Fishbourne, arriving at 11 a.m., the lorry will be driven to Ryde St. John’s Road, where the coach will be unloaded.

TAXI !

BOROUGH OF RYDE.

Licence to Drive Hackney Carriages.

No. 12

Name of Driver *William James*

Residence *St. Albert Street, Ryde.*

Pursuant to the Powers and Authorities to us given in and by ‘The Public Health Act, 1875,’ and the Acts incorporated therewith, We, the Mayor, Aldermen, and Burgesses of the Borough of Ryde, in the Isle of Wight, in the County of Southampton, acting as the Town Council for the Borough of Ryde, do hereby LICENSE and EMPOWER the said *William James of St. Albert Street* in the said Borough, TO ACT AS A DRIVER OF A HACKNEY CARRIAGE, for one whole year, from the First day of May, One Thousand Eight Hundred and Eighty-eight, subject nevertheless to the provisions of the said Acts respectively, and to the several By-Laws, made and to be made from time to time by us, the said Town Council.

Given under our Common Seal this *8th* day of *May*

One Thousand Eight Hundred and Eighty-eight

William James

Richard Colman

To drive a public vehicle required a licence – in the 81 years between these two of 1888 [William James] and 1969 [Mrs West] the wording & terms didn’t change much, though Victorian ladies probably didn’t apply! RSHG & Mrs West

The Public Health Act, 1875.
THE TOWN POLICE CLAUSES ACT,
1847.

HACKNEY CARRIAGE DRIVER’S LICENCE.

No. 16/67

I, THE Mayor, Aldermen and Burgesses of the Borough of Ryde, do hereby License *Mr. Wm. James* of *St. Albert Street, Ryde* to act as a Driver of any HACKNEY CARRIAGE plying for hire within the District, subject to the consent of the Proprietor of such Carriage, and to the provisions of the said Act, and to such By-Laws relating to Hackney Carriages as are or may from time to time be in force in the said District.

Given under the COMMON SEAL of the Corporation of *the above-named Borough* this *8th* day of *May* 1967.

The Common Seal was hereto affixed

In the presence of *Wm. James* *Richard Colman*

NOTE: This License must be delivered to and retained by the Proprietor of the Hackney Carriage while the Driver remains in his employ. It will only be in force for ONE YEAR from the day of the date hereon, or until the next General Licensing Meeting, when a day for such meeting is appointed.

(1) driver “owner, lessee, and burgesses of the Borough of Ryde” – acting by the Council; or “such (or each) district council of Ryde”

(2) driver “Corporation of the above-named Borough” or “in the case of a district council, above-named council”

Pococks Hire Service
38 PARK ROAD, RYDE
Phone 2108
WEDDINGS AND FUNERALS
Mainland Service

Pococks Advert
IW Times
2 October 1958
& Swanmore Car Hire Ltd Advert
IW Times
4 July 1968

Isle of Wight Times 11 April 1963

Taxi Fares – Taxi fares at Ryde are going up, the Borough Council approved a recommendation that the new rates are: two shillings per mile, with a minimum fare for any journey of 3s; waiting period charges, 1s. per five minutes completed.

Swanmore Car Hire Ltd
TAXIS
RYDE 2181

Isle of Wight Times 19 October 1967

Taxis are not Horse-Drawn – Police invoked an old Act relating to horses to summon two taxi drivers on Thursday, but at the last minute withdrew them ... the drivers were accused of “leaving a hackney carriage unattended.”

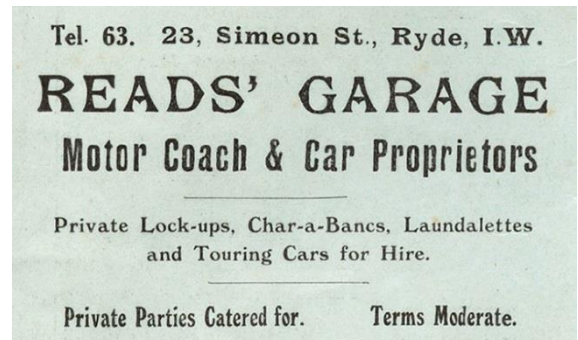
Isle of Wight Times 14 March 1968

Council Brief – In approving 54 taxi licences for the borough (nine to cover the summer season only), Ryde Borough Council is to tell operators that from May 1 next year, they must exhibit taxi meters.

**PUBLIC TRANSPORT WAS NOT THE ONLY WAY TO TRAVEL AROUND THE TOWN, OR THE ISLAND.
Many would have had their own four wheels, or even two.**



Wight Motor's premises in Ryde in the 1930's. RSHG



Advert of January 1934 for Reads Garage - RSHG

ON TWO WHEELS – Ladies, did you ride a bicycle? Or 'borrow' one from a brother?

D. MARVIN,
BICYCLE AND TRICYCLE AGENT,
Begg to give notice that he has removed to premises at 75, UNION STREET, RYDE, formerly occupied by the late Mr. J. A. Scott, auctioneer, &c., where he has on exhibition a large and well-selected stock of new and second-hand machines by the very best makers. Bicycles and Tricycles stored on the premises at a small weekly rent.
CYCLES OF ALL DESCRIPTIONS LET ON HIRE AT THE LOWEST TERMS.



RALEIGH THE ALL STEEL BIOYCLE.
The maximum of pleasure is to be had by riding a rigid, rapid reliable Raleigh, fitted with Brook's Saddle, Dunlop Tyres and Sturmey Archer 3 Speed Gear.
THE EASIEST TO RIDE.
THE EASIEST TO BUY.
THE EASIEST TO PAY FOR.
PRICES FROM £5 19s. 6d. to £15 15s.
OR BY EASY PAYMENTS OF 1s. 6d. PER WEEK.
ANY MAKE CYCLES TAKEN IN PART EXCHANGE.
THE RALEIGH CYCLE CO.,
9 UNION STREET, RYDE

Marvin's Advert
IW County Press
30 October 1886

Raleigh Advert
IW Times 12
September 1912

These elegant ladies posed in a photographer's studio for this image, probably around 1910, wearing their fashionable boaters and almost masculine riding attire.
Ann Barrett

Edward Tom Ward set up a bicycle making business in Ryde around 1878. He, his wife Eleanor, and 6 children lived in Monkton Street. Two of the boys worked in the business by 1901. He was one of the first members of the Vectis Cycling Club and an original member of the Cyclist Corps attached to the IW Rifles before WW1. He also enjoyed sailing. By 1910 the business, Edmund Ward & Co, had expanded into the motor and charabanc trade as well as being cycle makers.

Tutton's Advert – IW Times 30 March 1922

CYCLES ENAMELLED & NOTHING
is too much to expect, but our charges
are the Lowest, consistent with good
workmanship, from £1, at
Tutton's Cycle and Motor Depot, **Oakfield, Ryde.**